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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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with which is incorporated the
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Hongkong, 29th April, 1908. [a1647]

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1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
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11.00 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
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Hongkong 9th May, 1907. [1374]

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Hongkong, 13th February, 1909. [a39]

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BLEND	-	-	-	-		10.50
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Hongkong, 13th February, 1909 [a33]

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Hongkong, 29th January, 1909. [a35]

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Authorized Capital ... \$3,000,000

Subscribed Capital ... 2,750,000

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IL Fire Funds ... 3,065,374 15 7

The Undersigned, AGENTS for the above
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against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
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Hongkong, 21st July, 1908. [1019]

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CARLOWITZ & Co.
Hongkong, 13th August 1906. [28]

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Hongkong, 17th April, 1907. [1261]

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all GUNS in Variety.

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Hong, 26th October, 1906. [1445]

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Every Comfort.

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[a42]

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Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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[a233]

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Hongkong, 4th December, 1907. [a44]

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MACAO.

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Both Hotels electrically lighted, and under

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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

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Proprietor.
[a1623]

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PER CASE 1-DOZ. QUARTS.

PRICE \$52.00

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is the most Popular Wine in England and Europe To-day and invariably figures on the Menus of Banquets, Dinners, and Suppers given by Reigning Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, &c. &c.

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LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 12th February, 1909.

[29]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOUTS ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 2ND 1909.

WE announce in another column the fact that twenty-six opium divans were closed in Hongkong yesterday in accordance with an arrangement made some time ago by the Government with the Opium Farmer. It is ten months since the Secretary of State for the Colonies communicated to the Governor by telegram the decision of His Majesty's Government that steps must be immediately taken to close the so-called opium dens in the Colony as the Government felt that they must act up to the standard set in this matter by the Chinese Government. The disorganisation of the finances of the Colony which such action would entail naturally aroused strong opposition in the Colony. From statements made in the House of Commons we know that in the interval His Excellency the Governor has represented to the Government the difficulties in the way of any immediate compliance with the instructions received, and mention has been made in Parliament also of certain recommendations on the subject by the Governor which have apparently been engaging the attention of the Colonial Office for months past. What those recommendations are have not yet been disclosed, nor is it necessary to conclude from the fact that twenty-six divans were closed yesterday that the Governor's recommendations have been rejected, for, as we have said, the arrangement which came into force yesterday appears to have concluded several months ago. The closing of

twenty-six divans in the Colony, out of a total exceeding two hundred, cannot materially affect the value of the Opium Farmer's monopoly, and it will occasion no surprise to learn that whatever claim the Farmer might have considered himself justified in preferring in the matter was waived and that the negotiations were conducted in a perfectly conciliatory manner. What business has hitherto been done by the twenty-six houses which are now closed will no doubt be distributed among the remaining houses, and the only people to suffer are the persons who have been thus deprived of their occupations, and—unless the premises are let for other purposes—the Colonial Treasury which will suffer a small loss in revenue from taxation. In Shanghai, Amoy and other places arrangements have been made for closing in quarterly batches the whole of the divans within the jurisdiction of the respective municipal councils, but so far as we are able to learn the future course of action in Hongkong has not yet been settled. The contract with the Opium Farmer has another twelve months to run, and whatever decision is taken in the meantime is not, we surmise, likely to come into operation until the 1st of March 1910. Now that the Opium Commission at Shanghai has practically concluded its deliberations we may not have long to wait for the Imperial Government's decision upon the recommendations sent Home by His Excellency the Governor. Though their nature has not been made public we may be quite sure that the object of them all is to avoid any violent dislocation of the Colony's finances, and when at the end of February next the present opium contract expires, it can hardly be contemplated that the business will entirely cease. No better plan of dealing with this difficult question has been suggested than that formulated last year by the local Committee of the China Association. Their suggestion was that the divans should not be interfered with during the period of the present farm, but that the number of chests drawable should be reduced from 1,800 to 1,200 per annum, and that in the new contract to be made in 1910 the number should be reduced to 900 chests, until 1913 when a scheme of annual reduction should be adopted, the details depending upon the progress of China's efforts to eradicate poppy cultivation. The advantage of this plan of gradual reduction is that any violent dislocation of the Colony's finances is avoided, and it should appeal to the most ardent advocate of the suppression of opium as a plan better calculated to achieve that purpose than the annual compulsory closing of a certain percentage of the houses which would not necessarily result in a corresponding decrease in the quantity of opium consumed.

Another case of plague at Kowloon City was notified yesterday. For the first time in many months the stocks were utilised again yesterday. A native who appeared before Mr. J. H. Kemp at the Magistrate's on a charge of returning from banishment was sentenced to six months' imprisonment and three hours' stocks.

The return of visitors to the City Hall Library and Museum for the week ending the 28th February, 1909 shows that of non-Chinese there were 459 to the Library and 205 to the Museum and of Chinese 230 to the former and 2625 to the latter. The Library was, therefore, used by 689 persons and the Museum by 2,830.

The return of the number of cases of communicable disease in the Colony during the week ended the 27th ult. shows 4 cases of plague (3 fatal), 1 fatal case of diphtheria (Chinese), 2 cases of enteric fever, not fatal, and 3 imported cases of small pox, the patients being Indians. All, excepting the case of diphtheria, occurred in districts other than the City of Victoria.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

R.G.O. Passage Money Fund	50-
A. Ross & Co.	30
Douglas S.S. Co. Ltd.	25
Gibb, Livingston & Co.	25
Gilman & Co.	25
Sperry Flour Co.	25
Brewer & Co.	10
Mr. L. Gibbs	10

Mr. Rufus Hildreth Thayer, the Judge of the U.S. Court for China, accompanied by Mrs. Thayer, arrived at Shanghai last week by the T.K.K.S. *Chiyu Maru*. He was met by Mr. C.A. Donby, U.S. Consul-General, Mr. W.R. Dorsey, Deputy Consul-General, and Mr. A. Bassett, District Attorney. A large gathering of Americans, including Mr. Murray Warner, President, and the Committee of the American Association, assembled upon the jetty to meet the new Judge. It is understood that the American Association is planning some kind of entertainment to the new Judge, but the final arrangements were not made until it was known whether he was accompanied by Mrs. Thayer. For the present Mr. and Mrs. Thayer will stay at the Palace Hotel.

The marriage which was to have taken place yesterday between Mr. G. G. S. Forsyth, of the Hongkong and Shanghai Bank, and Miss M. E. Moir, of the Government Hospitals, was unavoidably postponed through the regrettable indisposition of the bride.

A seaman on the s.s. *Kaifong* was charged before Mr. J. R. Wood at the Magistrate's yesterday with being in unlawful possession of eleven tael of opium, and with being on board the steamer without permission. On the first charge he was fined \$25, and on the second \$10. In another case before the same magistrate the cook of the steamer *Manila* was arraigned on a charge of having secreted 249 tael of opium in the store room. He pleaded not guilty and the case was remanded, defendant being admitted to bail in the sum of \$200.

A case came before Commander Basil B. H. Taylor, B.N., at the Marine Magistrate's Court yesterday in which Mr. E. V. Monk, of Messrs. Butterfield and Swire, proceeded against Captain Roza of the Portuguese steamer *Sui Cheong* for lying alongside the east side of the Kiu Hing wharf, and overlapping the wharf by 60 to 70 feet, in such a manner as to prevent the free access of the British steamer *Sauai*, to the Yun On wharf. Prosecutor informed the Court that he, personally, knew nothing about the matter, and the defendant was discharged.

A painful tragedy was brought to light last week at Shanghai when a Chinese servant discovered his master—Mr. Friedrich Wilhelm Hoffman—lying in his room in an unconscious condition with a severe wound in his head and a revolver lying near by on the floor. The "boy" who made the discovery reported the matter. Medical men were summoned and Mr. Hoffman's injuries were attended to at his residence, where he remained in a critical condition all day. Mr. Hoffman, who is of middle age, was formerly a Captain in the German army, and for some time was an instructor in the Chinese army. Later he joined Messrs. Arnhold, Karberg and Co., and had charge of the Arms Department, but since last year he has been carrying on business at No. 18 Kiangse Road under the style of F. W. Hoffman and Co.

GAMBLING AT THE RACES.

Private Robinson of "E" Co., The Buffs, again appeared before Mr. J. H. Kemp at the Magistrate's yesterday on the charge of gambling on the race course, and of causing disorderly behaviour. The defendant, it appears, introduced the game of crown and anchor during the races, a game in which the chances heavily favoured the promoter, and which caused much discontent among the Chinese who were persuaded to try their luck. The police warned a number of the Buffs when they started this game, but eventually found it necessary to take action in order to prevent its introduction at similar gatherings. After hearing the evidence his Worship took into consideration defendant's demeanour and his previous good character. He imposed a fine of \$10, and ordered that the \$14 seized should be confiscated.

SANITARY BOARD.

At the usual fortnightly meeting to be held this afternoon a letter from the Government relative to the disciplinary measures in the Sanitary Department will be read, and the question of erecting a new slaughterhouse at Shaukiwan will be discussed. The subject of exhumation of bodies will again engage the attention of the Board, and the question of appointing a select committee to deal with such applications will be considered.

HONGKONG OPIUM DIVANS (CLOSED).

Yesterday twenty-six of the opium divans in Hongkong were closed. This is no new measure but merely the arrangement arrived at last year between the Hongkong Government and the Opium Farmer coming into effect. Consequently on the order issued by the Imperial Government last year, which caused so much consternation locally, the Colonial Government took steps towards giving effect to the instructions received and negotiations were opened with the Opium Farmer which ended in a compromise being made, the agreement to close 26 houses during this year. When the Opium Farmer's contract expires on the 28th February next the whole question will probably be considered afresh.

BANDMANN COMEDY CO.

The Bandmann Comedy Co. had another successful evening at the City Hall last night when the amusing farce "What happened to Jones" was staged. With Mr. Charles Vase in the title role, and with Miss Florence Hamer as Mrs. Goodly (Ebenezer's wife) the play went without a hitch until the curtain dropped to a satisfactory conclusion.

THE OPIUM COMMISSION.

The thirteenth Session of the Commission opened at 10.30 a.m. on the 25th ult. Four Resolutions were submitted by the Chinese Delegation for consideration. Of the one was withdrawn. Mr. Tang Kuo-an, a pressing himself satisfied with a sympathetic statement made in connection therewith by the Chief Commissioner for Great Britain, Right Honourable Sir Cecil Clementi, whose remarks elicited the enthusiastic approval of the Commission. The Resolutions were accepted. This completed the real business of the Session. All the Resolutions adopted were for the Committee for revision, and were for final acceptance by the Colony. The whole on the 25th ult.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE U. S. NAVAL BILL.

LONDON, February 28th.

The Senate Committee at Washington has eliminated the amendment to the Naval Bill which provided that at the discretion of the President half the battleship fleet should be kept in the waters of the Pacific if practicable.

President Roosevelt opposed the amendment on the ground that the division of the battleships weakened the force, and illustrated his point by a reference to the experience of Russia in the war with Japan.

THE BALKANS.

LONDON, February 28th.

A Belgrade telegram states that on the news being published yesterday that Russia was joining the Powers who are intervening in the dispute, excitement became intense and the bitterest resentment is being expressed. The leaders in all the newspapers condemn Russia's action.

LONDON, March 1st.

The Russian Government in a communication to Serbia declares that in view of the political situation the maintenance of a pacific attitude in Serbia is of vital interest. The Russian Government, the communication states, is in a position to know that the territorial aspirations of Serbia find neither support nor sympathy among the Powers and might lead to war with Austria.

THE SWADESHI MOVEMENT IN BENGAL.

AN INTERESTING INSURANCE QUESTION. Really we shall all have to go to Bengal for enlightenment on political and economic questions, says the *Times of India*. "Recently we had to call the attention of the Bengal patriots to the fact that their one Swadeshi cotton mill was apparently insured in English offices, and suggested that this was an outrage against the loving boycott for which someone should be made to hang. Now we have the explanation. The Bengal Swadeshi do not insure in Bengal Insurance Companies, because—we have the authority of the *Indian Prakash* for it—they do not wish the losses to fall on Swadeshi Companies. There's the practical Bengali for you. Pay premia to a Swadeshi Insurance Company? Not a bit of it for upon that Company would fall any loss, so that all premia must go to the rival across the street. Can we wonder, after this, that Bengal is the one Province in India where the Swadeshi movement has been absolutely sterile?"

THE ROMANCE OF INSECT LIFE.

Mr. F. Martin Duncan in a Lecture at the London Institution on "The Romance of Insect Life" said that insect life teemed with romance of a wonderful character. Bees had a great deal of character, inasmuch as they had their likes and dislikes. They had a great repugnance for artificial scents and strongly objected to vivid colours worn by human beings. They imagined, when they saw a vivid mass of colour coming towards them, that it was a repellent flower, and when they found it was a piece of cloth with no pollen they became disgusted. They were very intolerant of a foreign substance being placed in front of the opening of the hive, though they would permit certain insects, such as the death-head hawk-moth, to enter it. The bee only used its sting as a means of defence and never as a weapon for capturing its prey, like the wasp. One spring morning he was surprised to see what looked like one of the round flower-beds of the orchid fall upon the back of a bee. The bee kicked, and he found that it was really a spider, which in its markings and colouring represented an unopened flowerbud of the orchid—a remarkable piece of mimicry. The spider smoked the honey from the bee and dropped it on the ground. Later in the season they would find many of the oak-trees nearly stripped of their foliage. He warned the children not to choose for their afternoon stunts an oak tree with its foliage a good deal bitten. Should they fall asleep under its shade and make musical sounds, some of the inhabitants of the tree had a habit of letting themselves down on the end of a silken thread to see where the noise came from. These insects were known as looped caterpillars. Caterpillars of the lobster moth were very quarrelsome, and when they met on a bough, a great row would ensue. They waved their arms, and neither would make room for the other to pass. They then started biting each other's slender legs off, and the insect with the quickest-acting jaws got the best of it. The woolly bear caterpillar had to be handled with care. If it was handled too roughly, the long, delicate grey hairs on the body broke off and caused an irritating rash on the hands. These hairs were useful in preventing the insect from being devoured. A young toad might swallow one, but he had such a tickling and itching inside that he would never swallow another. A Canadian moth gained protection from its wonderful resemblance to the face of an owl with its great eye-marks, while the purple emperor found safety in its colour. A more remarkable instance of protective mimicry was that of one butterfly pretending to be another very different species of bird. Locusts were very destructive to birds. Locusts were very cunning and were carried from one place to another by the gust or the mosquito. The lady grant who did the damage; the wasp was a vegetarian. It was through the fact that these grubs spent the early part of their lives in water that we were able to find the disease and gradually stamp it out.

CORRESPONDENCE.

THE TOKYO TRAMWAYS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Your Tokyo correspondent, under date of January 2nd, discussed the much vexed question of the Tokyo tramways in a somewhat favourable to the company and very unfavourable to the citizens and Press of Japan's metropolis. There is, however, another side to the question, which in justice to what is perhaps the most progressive Press in the world should be put before your readers.

Your correspondent refers to the extensions now being carried out, which, he states, will be unprofitable until the population increases, and argues that "this heavy capital outlay can only have one effect unless the fare is raised." The one effect, presumably, is a decrease in the dividend, although only a nominal decrease. To the present capital expended will have to be added the capital expended on the extensions, and with no extra revenue from these extensions, the dividend, calculated on the increased capital expended, will not be as high as at present. Thus the company's demand is practically for an increased revenue to enable it to cover the loss caused by certain suburban extensions. If its charter compels the company to make these extensions, as your correspondent states, why has the company never attempted to obtain an alteration in the charter which would release it from the obligation of constructing lines which cannot pay? Taking your correspondent's reason for the increase of the fare as correct, is it very unnatural for the citizens of Tokyo to object to a proposal which taxes a large number for the benefit of the few persons to whom the extensions of the tramway are of value?

Your correspondent states that "three old companies were amalgamated with a subscribed capital of 60,000,000 yen." It may be pointed out, however, that the latest dividends declared were based on a capital of 43,500,000 yen. Thus, the last balance sheet showed 870,000 yen set apart for dividends for the half year, which was stated to be at the rate of 4 per cent. per annum. The sum of 43,500,000 yen may therefore be taken as the paid up capital of the company. The point is of some importance because undoubtedly the whole cause of the trouble lies in the immense capital expenditure per mile. At the time the municipalisation proposal mentioned by your correspondent was made—a year ago—the company was paying dividends on a capital of 35,250,000 yen and was stated by one authority to have six million yen in hand. From this it may be concluded that the company has in hand or has expended since that time the sum of 14,250,000 yen, or sufficient, as will be shown later, to construct over 100 miles of double track and 2000 miles of single track—more than the whole length of the extensions which are to be added in the course of the next seven years.

At the time of the municipalisation proposal the company had expended on the lines, deducting the six million yen said to be in hand, the sum of 29,250,000 yen. The length of single track was then stated by the Mayor of Tokyo to be 90 miles, but as the estimate seems a low one, it will be fairer to take the total at 100 miles single track, which gives a capital expenditure per mile of 292,500 yen. Considering the lower cost of labour in Japan it might not unreasonably be expected to find the capital expenditure per mile lower in this country than in the West, but an examination of the statistics shows this not to be the case. At the Congress held at the Franco-British Exhibition in London last year Sir Clifton Robinson, the tramway expert, gave some statistics as to the capital expenditure per mile on tramways in different countries. From these it appears that the capital expenditure per mile of single track on English tramways amounts to £16,648 (about 166,480 yen); in the United States to \$20,000 (200,000 yen); and in Canada to \$14,287 (142,870 yen). Even the London County Council tramways, which have the largest capital expenditure of any tramways in the world, only show an expenditure of £30,000 (300,000 yen) per mile.

It will thus be seen that the capital expenditure per mile on the Tokyo tramways is nearly equal to that of the London County Council tramways, while it very materially exceeds the average expenditure per mile on English, American and Canadian tramways. I have no statistics as to the capital expenditure per mile on other London tramways, but as Sir Clifton Robinson calculates the cost of construction on the London United tramways at £13,000 (130,000 yen) per mile double track, on this basis the 100 miles of line in Tokyo should have cost 6,500,000 yen and the cars, power house, etc. 22,750,000 yen. Part of this 22,750,000 yen was, however, expended in part payment for the widening of the streets in Tokyo, and it is a question how far this has affected the capital expenditure.

In whatever way the large expenditure per mile has been incurred, however, it remains obvious that with such a large capital outlay the company cannot expect to pay a large dividend without a disproportionate increase in the fare, to which method of remedying the financial affairs of the company the citizens of Tokyo rightly object. The present fare is 4 sen (roughly a penny), to which an extra sen must be added for transit tax. By allowances for return and workmen's and students' tickets the company contends that the amount it receives from each passenger is reduced to 3½ sen. As to the average distance travelled by each passenger there are reliable statistics, but from personal observation I should say it was about 5 miles, which would give an average of a little under a sen (one farthing) a mile. What is the average fare in London? Here is what Sir Clifton Robinson says of the London United Tramways, in which he is interested:—

"On the London United . . . we are running daily upwards of 60 workmen's cars, and on an average carry the passengers by these cars over 5 miles for 1d., or less than a farthing a mile, though in some cases the latter can travel three miles for a penny, while the average fare over the whole system for an ordinary passenger works out at less than a halfpenny a mile."

Taking into account the difference in the standard of wages and living it seems reasonable that the citizens of Tokyo should pay half the amount paid by the citizens of London. Again, in American cities the uniform fare for any distance is 5 cents gold, corresponding to 10 sen in Japanese money. The ordinary passenger on the Tokyo tramways pays exactly half this amount, when the transit tax is included, and, considering the high standard of wages in America, this also seems reasonable.

It has to be remembered that the original charge on the Tokyo tramways was 3 sen, the amount being raised to 4 sen on the petition of the company. This addition of one sen was thought at the time sufficient to put the company in a satisfactory position. It now appears to have been a prelude to an application for a further increase.

To sum up, the whole trouble has arisen from the enormous capital expenditure incurred by the company. There may or may not be a satisfactory explanation of how this charge was incurred, but the contention of the citizens of Tokyo seems fair—that the company should not recoup itself at their expense for mismanagement in which they were not concerned. The best course seems to be for the company to go on paying 4 per cent. the rate of the last dividend paid, until such time as the extensions bring in an increased revenue.—Yours, etc.,

TOKYO.

THE OLD "HONGKONG REGIMENT."

DEATH OF A WELL-KNOWN OFFICER.

A London correspondent writes—Hongkong residents who still have a recollection of that fine body of men known in the Army List for some years as the Hongkong Regiment will regret to learn of the death of another of the brilliant young officers who served under Major-General Sir E. Barrow, Colonel H. T. Faithfull, and Major Retallick at Kowloon.

The death occurred at 46 Albany Villas, Hove, of Major E. L. C. Berger, second-in-command, 69th Punjabis, Indian Army, eldest son of Major-General E. A. Berger, late 2nd Lincoln Regiment (10th Foot), on the 22nd January. The deceased officer was only 41 years of age. I have not heard the cause of his death. It is three years or so since I met him in the Hongkong and Shanghai Bank's office in Lombard Street. He had just come home or was on the eve of returning to India—I forget which it was, and as bright and vigorous as ever and looking the picture of health, though he told me he had suffered a good deal from fever up on the Indian frontier. He had not lost his interest in Hongkong affairs, and plied me with numerous questions about Hongkong personages.

It is almost impossible to believe that so many of those young officers have gone the way we all must go some day. I remember their landing from the trooper at Kowloon and marching alongside of their men to the camping ground near Chater's Bungalow. I talked with them on the facilities Hongkong afforded for cricket, football, shooting and other sport. It was a bright day, and Hongkong looked its best; and one could not fail to be struck by the smart, alert, and soldier-like appearance of Barrow's picked company of officers, who were worthy of the men they controlled. One was drowned soon afterwards in the *Bokhara*, having been a member of the ill-fated Hongkong cricket team returning from Shanghai. Then young Campbell, whose stylish cricket used to please connoisseurs as they sat in the old Pavilion, and afterwards M. Carthy Ray, who was to serve in two campaigns (the Relief of the Peking Legations and the Tibet Expedition) before his promising career was cut short. Now it is Berger—one of the merriest, open-hearted, open-handed, and most devoted to his profession you could meet in a long day's journey. There should be many who still remember him in Hongkong and up and down the China Coast, and who will regret to hear of his early death.

I ran against Colonel Dyson, of the Army Pay Department, in the Sports Club the other day. He had come up from Portsmouth to spend a day with a mutual friend. He tells me he still disports himself in the cricket field whenever he gets a chance, and to judge from his appearance I fancy he is good for many runs yet before he sends in his papers as a cricketer and becomes a critical old codger with the usual fund of cricket stories.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 1st at 11.55 a.m.—The depression is moving away over the Pacific to the E.W. of Japan. Pressure has increased slightly over S.W. Japan and Luzon, and given way a little over N. China. It remains low over Manchuria, and highest over the Yangtze valley. Moderate monsoon may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	N.E. winds, moderate; fair, cloudy.
Formosa Channel.	Same as No. 1.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

NOTICE

Communications, including Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: PRESS CODES: A.B.C. 5th Ed-Lieber's.

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NEW ADVERTISEMENTS

TO LET

NO. 1, OBSERVATORY VILLAS and "BRANEE BUNGALOW," Kowloon. Electric Lights; Tennis Court, Garden, etc. Moderate Rental.

Apply—ARRATON V. APCAR & Co., 45, Wyndham Street. Hongkong, 2nd March, 1909. [399]

S.S. "NERA," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. "Charente" and "Matapan" from Havre ex s.s. "Charente" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 8th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 8th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPEMORIN, Agent. Hongkong, 1st March, 1909. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PALMA," FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Marked Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 1st March, 1909. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Leading Articles.

The Queen City of the East.

The Anniversary.

The Cloud's Silver Lining.

Armed Robbery in Hongkong.

Cairo to India Railway.

The Fakem Railway Question.

The Cure of Leprosy.

Random Reflections.

Hongkong News.

Kowloon British School.

Institution of Shipbuilders and Engineers.

Official Visit of the Governor of Macao.

Hongkong Horticultural Show.

Hongkong Legislative Council.

The Proposed Boatshelter at Mongkoktsui.

Excitement on the Praya.

A.D.C. Performance of "A Country Girl."

Alice Memorial Hospital.

Outpost Municipal Council.

Execution at Victoria Gaol.

A Chinese Girl's Suicide.

Sequel to a West River Collision.

Supreme Court.

Canton News.

Canton-Hankow Railway.

New Soldier Enrolled.

Company Reports.

Foreigners and Mortgages on Chinese Property in Canton.

The Hongkong Fire Insurance Co., Ltd.

The Soy Chee Cotton Spinning Co., Ltd.

Company Meetings.

Hongkong and Shanghai Banking Corporation.

Hongkong and Whampoa Dock Co.

Hongkong Hotel Company.

Hongkong Ice Company Limited.

Hongkong Rope Manufacturing Co., Ltd.

Shanghai Land Investment Co., Ltd.

Outrage in Kowloon.

St. Andrew's Church, Kowloon.

A Policeman's Death.

Death of Mr. Harver Dwyer.

A Hat Trick.

New Shanghai Club.

Opium Commission.

Collision at Chinching.

Hongkong Jockey Club Off Day Races.

Rifle Regimental: Gymkhana.

Sale of Ponies.

Hongkong Perjury Case.

Director and Chronicle for 1909.

Annual Report on Kinchoan.

Far Eastern Telegrams.

Shipping Notes.

Commercial.

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Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each.

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Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 2nd March, 1909.

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMSANG,"

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 3rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers.

Hongkong, 1st March, 1909. [16]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTIETH MEETING of the SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock NOON, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from 18th February to 4th March, both days inclusive.

By Order, C. PEMBERTON, Secretary.

Hongkong, 13th February, 1909. [355]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY MEETING of the SHAREHOLDERS will be held at the Office of the Undersigned at 12.30 p.m. on TUESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd inst. to the 9th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd. General Managers.

Hongkong Fire Insurance Co., Ltd. Hongkong, 19th February, 1909. [357]

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., King's Building, on WEDNESDAY, the 10th March, at 12.30 p.m. for the purpose of receiving the Report of the Directors, and the Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th March, both days inclusive.

R. J. MACGOWAN, Acting Secretary.

Hongkong, 24th February, 1909. [400]

GREEN ISLAND CEMENT CO., LTD.

LOST SHARE CERTIFICATE.

No. 4782-157229/157236-8 Shares in name of EBERL NEWTON TRIBE.

NOTICE IS HEREBY GIVEN that a DUPLICATE of the above CERTIFICATE will be issued One Month hence, and the Original Certificate, unless produced at the Office of the General Managers within that period, will be held by the Company as Null and Void.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd February, 1909. [271]

INTIMATIONS

NOTICE.

THE Undersigned will Close their Hongkong Branch on the 28th inst., and have APPOINTED MESSRS. A. B. MOULDER & Co., their Agents in Hongkong as from 1st March, 1909.

CASTLE BROS. WOLF & SONS, Per WM. W. WILSON.

Hongkong, 25th February, 1909. [379]

NOTICE IS HEREBY GIVEN that the business of Merchants and Commission Agents heretofore carried on under the Firm name of "HARRY WICKING & Co., at Victoria, Hongkong, up to the 30th day of April, 1907, has been from the First day of May, 1907, assigned to and will henceforth be carried on by WALTER CLEMENT DREW and JOHN OWEN HUGHES together under the said Firm name of "HARRY WICKING & Co." on their own account, and who will be responsible for all debts and engagements of the said business as from the First day of May, 1907, and who will pay and receive all debts owing from and to the said business in the regular course of business. WITNESSES our hands at Victoria, Hongkong, this 25th day of February, 1909.

HANNAH WICKING, the Executrix of HARRY WICKING, Deceased, by her Attorney

MATTHEW J. D. STEPHENS, W. CLEMENT DREW, J. OWEN HUGHES.

388]

ICE

1 CENT PER POUND.

MANUFACTURED from Pure Distilled Water. Quality unexcelled. For Sale at Our Depot No. 51, Des Vaux Road.

Send for Pass Book or Tickets.

ORIENTAL BREWERY LTD.

Hongkong, 16th February, 1909. [343]

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MERCHANT NAVY

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LONG FLAX

RELIANCE CHOWN

TARPAULING

ARNHOLD, KARBERG & CO.

Sole Agents.

1674]

ENTERTAINMENT

THEATRE ROYAL.

THE BANDMANN COMEDY CO.

TO-NIGHT (TUESDAY), 2ND MARCH.

THE LITTLE MINISTER.

J. M. Barrie's Phenomenally Successful Play.

TO-MORROW (WEDNESDAY), 3RD MARCH.

A NIGHT OUT.

The Scrambling Funny Farical Comedy.

THURSDAY, 4th MARCH.

THE LIGHT THAT FAILED.

Forbes Robertson's Powerful Dramatic Play.

FRIDAY, 5th MARCH.

THE LADY OF OSTEND.

Sir Charles Burnand's Masterpiece.

PRICES - - \$3, \$2 & \$1.

Plan now open at S. MOUTRIE & Co., Ltd.

Hongkong, 16th February, 1909. [344]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. E. HAXTON, Manager. Hongkong 1st April, 1909. [48]

GRACA & CO.

(Established 1896.)

No. 27 Des Vaux Road.

Dealers in POSTAGE STAMPS

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Pictorial Post Cards, Birthday Cards, MANILA CIGARS and CIGARETTES

Albums, Novels, Tissues, Hinges, Liners, Flower Seeds, etc., etc., etc.

Inspection solicited. [126]

MITSU BISHI GOSHI KAISHA.

(MITSU BISHI CO.)

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SOLE PROPRIETORS OF TAKASIMA

OCHI, HOJO, NAMAZUTA, SAYO,

SHINNEW and KAMIMATSU, Calligraphy

SOLE AGENTS - KISHIDAKE,

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BRANCH OFFICES - NAGASAKI,

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KOBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW.

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AGENTS - YOKOHAMA: M. ASADA, Esq.

GENKYO, Messrs. Ogasawa & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [716]

TO LET

TO LET-FURNISHED.

NO. 25 CONDUT ROAD (Clifton Gardens) from 1st of May, 1909.

Apply to H. BEODERSEN, Care of THE ASIATIC PETROLEUM CO., LD., King's Buildings.

Hongkong, 27th February, 1909. [396]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1909. [98]

TO LET-FURNISHED.

FUNG-SHUI, THE PEAK. To be Let Furnished for 8 months or longer.

Apply to JOHNSON, STOKES & MASTER, Solicitors.

8, Des Vaux Road Central.

Hongkong, 2nd March, 1909. [110]

TO LET.

GOOD OFFICES at No. 2, PEDDER STREET.

Apply to JARDINE, MATHESON & Co., Ltd.

Hongkong, 15th January, 1909. [194]

TO LET.

A HOUSE in MOUNTAIN VIEW for one or two years.

Apply to DENNIS & BOWLEY.

Hongkong, 28th January, 1909. [219]

TO LET.

NO. 41, WYNDHAM STREET, Five Rooms, with Servants' Quarter, from 1st March, 1909.

Apply to H. M. H. NEMAZEE, 9, Pedder's Hill.

Hongkong, 1st March, 1909. [401]

TO LET

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. [102]

TO LET-FURNISHED.

THE "GROVE," MACDONNELL ROAD, from the 15th of March, 1909, for 12 months.

Unfurnished—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

No. 1, STEWART TERRACE, The Peak. Fully Furnished 5 Rooms with Immediate Possession.

Apply to Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central.

Hongkong, 23rd February, 1909. [215]

TO LET.

COAL YARD. Immediate Possession. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East.

Apply to N. MODY & CO., Hongkong, 23rd July, 1908. [107]

STORAGE.

FOR COAL, TIMBER, &c.

TWO BE LET, A PORTION of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars apply to GEO. FENWICK & Co., Ltd.</

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"JILYRIA"
Captain Kotze, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and restored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd March, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong, 25th February, 1909. [385]

FROM EUROPE.

THE H.A.L. Steamship

"SPEZIA"
Capt. Girstenbraun, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd March, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong, 25th February, 1909. [386]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBROUGH, AND LONDON.

THE Steamship

"GLAMORGANSHIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are hereby landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 4th March, 4 p.m., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before 9 a.m. To-morrow.

JARDINE, MATHESON & Co.

Hongkong, 25th February, 1909. [387]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th March, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th March, at 9.30 a.m.

All Claims must reach us before the 9th March, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

Hongkong, 26th February, 1909. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"SILESIA"

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 5th March, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th March will be subject to rent.

SANDER, WALKER & Co.,

Hongkong, 26th February, 1909. [3]

COMPANY REPORTS.

UNION WATERBOAT COMPANY, LIMITED.

The report of this Company states:—
The General Managers have now the pleasure to submit their annual report and statement of the Company's accounts made up to 31st December, 1908.

The net profits for that period, including \$111.22 brought forward from last account, and after allowing for Consulting Committee and Auditor's fees, depreciation, bad debts and loss on the sale of the old steam launch taken over from the Hongkong Steam Water Boat Co., Ltd., amount to \$29,971.31.

The General Managers recommend the payment of a dividend of 6 per cent., which will absorb \$16,633.80, write off \$13,155.00 from the value of the Waterboats and carry forward a balance of \$17,251 to the new account.

Consulting Committee:—Since the last meeting Mr. P. J. Bisschop resigned his seat on leaving the Colony and Mr. H. J. Van den Bosch and Mr. J. W. C. Bonnar have joined the Committee.

Auditors:—The accounts under review have been audited by Mr. A. O'D. Gourdin.

DODWELL & Co., Ltd.,

General Managers.

Hongkong, 12th February, 1909.

Balance Sheet, 31st December, 1908.

LIABILITIES.

Share Capital.

Authorized—50,000 shares

Issued—27,723 shares of \$10 each

fully paid \$277,230.00

Unclaimed dividends 1,898.13

Profit and loss account, balance 29,971.31

\$309,875.44

ASSETS.

Waterboats as per last account \$269,616.77

Less amount written off \$13,616.77

Book value of launch sold 2,835.00

Pipes and staving as per last account \$4,000.00

Less amount written off 3,000.00

Furniture 50.00

Cash in bank and in hand 6,681.95

Hongkong Bank fixed deposit 40,000.00

Hongkong Government deposit 500.00

Sundry debtors 7,980.49

Stock of hose, etc. 250.00

Unexpired licences 248.00

\$309,875.44

PROFIT AND LOSS ACCOUNT

for the Year ending 31st December, 1908.

Dr.

To Consulting Committee's Fees \$ 800.00

To Auditor's Fees 100.00

To Depreciation—

Pipes and Staving \$3,000.00

Stock 250.00

To Bad Debts 45.00

To Loss on Book value of launch sold 2,257.86

To Balance 29,971.31

\$36,424.17

Cr.

By Balance from last account \$ 111.22

By profit on trading for the year 35,024.63

By interest 1,244.32

By transfer fees 44.00

\$36,424.17

THE HONGKONG HOTEL COMPANY, LIMITED.

The report of this Company states:—

Gentlemen:—In accordance with Section 56 of the Articles of Association, the Directors now beg to submit their report for the half-year ended 31st December, 1908.

ACCOUNTS.

The profit on working account amounted to \$42,461.49 as compared with \$39,232.35 for the corresponding period of 1907, being an increase of \$3,229.14.

The profit and loss account, including the sum of \$14,639.63 brought forward from 30th June, 1908, shows a credit balance of \$54,295.41, which the Directors recommend should be apportioned as follows:—

To pay a dividend of 6 per cent. for the half-year \$36,000.00

To transfer to repairs and renewals account 10,000.00

To write off furniture and fixtures 6,500.00

To write off electric plant 1,500.00

To carry forward to new account 295.40

\$54,295.40

DIRECTORS.

Mr. J. W. C. Bonnar has been invited by the Board to act for Mr. E. Osborne, on leave. Mr. Bonnar's appointment requires the shareholders' confirmation.

Mr. W. H. Potts retires by rotation, but offers himself for re-election.

The accounts have been audited by Messrs. H. U. Jeffries and A. E. Lowe, C.A., who offer themselves for re-election.

W. HUTTON POTTS, Chairman.

Hongkong, 24th February, 1909.

PROFIT AND LOSS ACCOUNT.

For the six months ending 31st December, 1908.

Dr.

To bad debts and refunds \$725.37

To crown rent 505.92

To rates 2,870.95

To fire insurance 2,948.71

To debenture interest on \$500,000 at 3 per cent. \$15,000.00

Less returned on debentures held by the Company 2,280.00

To interest account 12,720.00

To directors' and auditors' fees 7,078.10

\$2,015,890.91

To directors' and auditors' fees 3,200.00

To balance, to be appropriated as follows:—

To pay a dividend of 6 per cent. \$36,000.00

To transfer to repairs and renewals account 10,000.00

To write off furniture and fixtures 6,500.00

To write off electric plant 1,500.00

To carry forward to new account 295.40

\$54,295.40

\$84,344.45

By Balance from 30th June, 1908 \$ 79,639.63

Less dividend at 6 per cent. \$36,000.00

Less transfer to repairs and renewals account 15,000.00

Less transfer to furniture and fixtures account 10,000.00

Less transfer to installation of electric light account 3,500.00

Less transfer to new launch account 500.00

\$65,000.00

\$14,639.63

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fully paid \$277,230.00

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Hongkong Government deposit 500.00

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To carry forward to new account 295.40

\$54,295.40

\$84,344.45

By Balance from 30th June, 1908 \$ 79,639.63

Less dividend at 6 per cent. \$36,000.00

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, CHINWANTAO, MOU, KOBE and YOKOHAMA	PALMA Capt. G. W. Cookman, R.N.R.	About 3rd March	Freight only
SHANGHAI	MACEDONIA Capt. C. D. Bennett	About 5th March	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 6th March	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO PORT SAID and MARSEILLES	NORE Capt. G. Phillips	About 10th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th February, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG and SOURABAYA	"SHANTUNG"	On 2nd March, Noon.
MANILA	"TAMING"	On 2nd March, 3 P.M.
CHEFOO and NEWCHWANG	"NANCHANG"	On 3rd March, 4 P.M.
SHANGHAI	"LINAN"	On 4th March, 4 P.M.
SHANGHAI	"ANHUI"	On 7th March, 11 P.M.
MANILA	"TEAN"	On 10th March, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, STONEY- with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. SHANGHAI LINE—SCHEDULE STEAMERS leaving every Thursday and Sunday. SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare \$40 Single and \$70 Return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports. TELEPHONE 36.

For Freight or Passage apply to—
Hongkong, 2nd March, 1909.BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN," Capt. J. S. Roach	SWATOW AMOY & FOOCHOW	TUESDAY, 2nd March, at Noon.
"HAIMUN," Capt. Evans	SWATOW	WEDNESDAY, 3rd March, at Noon.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY & FOOCHOW	FRIDAY, 5th March, at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd March, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* ANPING VIA SWATOW	"SHOSHU MARU"	WEDNESDAY, 3rd March, at 8 A.M.
* TAMUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 7th March, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd March, 1909.

T. ARIMA, Manager

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
* TIENTSIN VIA SWATOW	"CHEONGSHING"	Tuesday, 2nd March, Noon.
* SHANGHAI VIA SWATOW	"KUTSANG"	Tuesday, 2nd March, Noon.
* SHANGHAI VIA SWATOW	"KUTSANG"	Wednesday, 3rd March, Noon.
* SHANGHAI	"TUNGSHANG"	Friday, 5th March, Noon.
* SHANGHAI	"FOOSHING"	Friday, 5th March, Noon.
* SINGAPORE, PENANG & CALCUTTA	"WINGSANG"	Saturday, 6th March, 4 P.M.
* SHANGHAI	"YUENSANG"	Friday, 12th March, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a 1 to 16 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 2nd March, 1909.

GENERAL MANAGERS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 6th Mar., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 13th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 1st March, 1909.

[14-174]

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
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For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 19th February, 1909.

6

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

ATSUTA MARU	(Capt. W. THOMPSON)	About Wed. 7th April.
MIYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 5th May.
KITANO MARU	(Capt. —)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th February, 1909.

[93]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU Capt. A. Keith	6309	WEDNESDAY, 3rd March, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. C. H. Butler	6134	WEDNESDAY, 17th March, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	KAGA MARU Capt. M. Hagino	6301	TUESDAY, 2nd March, at Noon
SHANGHAI, MOJI, and BOMBAY via SINGAPORE, COLOMBO	TOSA MARU Capt. T. Harrison	5827	TUESDAY, 16th March, at Noon
KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	5539	FRIDAY, 19th March, at Noon
YOKOHAMA	KUMANO MARU Capt. N. Matheson	5076	FRIDAY, 16th April, at Noon
	CELESTY MARU Capt. Fred. Price	5068	TUESDAY, 2nd March, at Noon
	MOYOI MARU Capt. J. C. Richards	3265	THURSDAY, 4th March, at Noon
	KAMAKURA MARU Capt. Wm. Wade	6126	SATURDAY, 6th March, at Daylight
	KUMANO MARU Capt. N. Matheson	5076	WEDNESDAY, 17th March, at Noon

* Omitting Yokkaichi.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

Hongkong, 24th February, 1909.

T. KUSUMOTO,
MANAGER.

[15]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD:

FOR SHANGHAI, YOKOHAMA & KORE:	FOR BREMEN & HAMBURG:
S.S. AMBIA	S.S. ANDALUSIA
S.S. BRISGAVIA	S.S. CONSTANTIA
S.S. BELGRAVIA	FOR ROTTERDAM & HAMBURG:
S.S. SILEZIA	S.S. WESTPHALIA
S.S. SUBVIA	FOR HAVRE & HAMBURG:
S.S. SCANDIA	S.S. SAKONIA
S.S. SENGAMI	FOR ROTTERDAM & HAMBURG:
S.S. SEGOVIA	S.S. DOBERMUND
	FOR HAVRE & HAMBURG:
	S.S. JULYRIA

Further Particulars apply to

HAMBURG-AMERIKA LINIE,

Hongkong, 25th

Hongkong Office.

12

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE

BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwancheung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchwang), 3 hours from Tushichiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.
ANTUNG-HSIAO LINE—A light railway from Mukden to Antung-Hsiao connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORU MARU" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Lure).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "Yamato").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steams Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANTERV." Codes: A.B.C., 5th Ed., AI, and Lieber's.

[137]

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VUEX ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
Do. Do. Small Edition	6.00
CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halcombe	3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891	1.00
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account	0.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
HONGKONG HANDBOOKS OF THE LEGISLATIVE COUNCIL, Published Annually	4.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Admiralty Relief Column	1.00
WABEKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00
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POWER OF ATTORNEY FORM	5.20
MAIL TABLES for 1909	0.30 & 0.30

SHIPPING IN PORT.

STEAMERS.

ANDALUSIA, German str., 5,432, F. Block, 23th Feb.—Shanghai 24th Feb., General—Hamburg-America Linie

ANGOR, German str., 1,001, C. Kampel, 24th Feb.—Bangkok 12th February, Rice and General—Butterfield & Swire

BARON DALMEY, British str., 2,503, Hey, 28th Feb.—Cardiff 9th Jan., Patent Fuel—British Government

CARL DIETRICHSEN, German str., 774, J. Kayer, 27th Feb.—Haiphong and Hoihow 26th February, General—Jensen & Co.

CHONGSHING, British str., 1,256, Liddel, 22nd Feb.—Tsingtau 16th & Swatow 21st Feb., General—Jardine, Matheson & Co.

CHITO MARU, Japanese str., 1,342, W. W. Greene, 28th Feb.—San Francisco 30th Jan., General—Toyo Kisen Kaisha

DERWENT, British str., 1,562, J. Jenkins, 17th February—Saigon 13th February, Rice—Chinese

EMPRESS OF INDIA, British str., 3,032, E. Beetham, 20th Feb.—Vancouver 23th Jan., General—C. P. R. Co.

EBROU, British str., 2,889, L. James, 23th February—Bangkok 21st Feb., Ballast—Doddwell & Co.

FOOCHOW, British str., 1,223, Vincent, 23th Feb.—Chinking 23rd February, General—Butterfield & Swire

FOOSHING, British str., 1,423, Lishman, 26th February—Moji 20th February, Coal—Jardine, Matheson & Co.

HAITAN, French str., 377, O. A. Hoeg, 23th Feb.—Pakhoi via Hoihow 26th February, General and Pigs—A. R. Marty

HAITAN, British str., 1,183, J. S. Roach, 23th Feb.—Swatow 27th February, General—Douglas, Lapraik & Co.

HALVARD, Norwegian str., 1,056, R. Ronneberg, 26th February—Haiphong 24th February, General—Aagaard, Thorsen & Co.

HANOI, French str., 739, T. Pannier, 24th February—Haiphong, Pakhoi, Hoihow and Kwong-chow-wan 23rd February, General—A. R. Marty & Co.

HELENE, German str., 771, Jensen, 26th Feb.—Swatow 25th Feb., General—Jensen & Co.

HONGKONG, French str., 742, Cornelissen, 24th Feb.—Haiphong and Hoihow 22nd Feb., General—A. R. Marty

ICHANG, British str., 1,223, Tuelien, 23rd Feb.—Hankow 17th Feb., General—Butterfield & Swire

JACOB DIETRICHSEN, German str., 623, A. Hansen, 26th Feb.—Pakhoi and Hoihow 25th Feb., Pigs and General—Jensen & Co.

JOERI MARU, Japanese str., 1,359, K. Hayashi, 5th Feb.—Moji 30th Jan., Coal—Ataka & Co.

KAGA MARU, Japanese str., 3,906, M. Hagino, 22nd Feb.—Shanghai 19th Feb., General—Nippon Yusen Kaisha

KJELD, Norwegian str., 910, Heller, 21st Feb.—Dairen 15th February, General—Aagaard, Thorsen & Co.

KUTSANO, British str., 3,100, R. C. D. Bradley, 24th Feb.—Calcutta 9th Feb., General—Jardine, Matheson & Co.

KWANGTAI, Chinese str., 1,536, W. H. Lunt, 19th Feb.—Shanghai 17th Feb., General—Chinese

KWONGSANG, British str., 1,428, W. P. Baker, 27th Feb.—Shanghai & Swatow 23rd Feb., General—Jardine, Matheson & Co.

MACHREY, German str., 996, Zollner, 25th Feb.—Bangkok 15th February, Rice and Teakwood—Norddeutscher Lloyd

MANCHURIA, American str., 8,750, D. E. Friele, 19th Feb.—San Francisco 23rd Jan., Mails & General—Pacific Mail Steamship Co.

MEIPOO, Chinese str., 1,339, F. McArthur, 27th Feb.—Shanghai 23rd Feb., General—C. M. S. N. Co.

MONTEAGLE, British str., 3,953, W. Davison, 17th Feb.—Vancouver B.C. 17th Jan., General—Canadian Pacific Railway Co.

NINPOO, British str., 1,223, R. Richards, 23rd Feb.—Hoihow 19th February, Coal—Butterfield & Swire

NORD, Norwegian str., 733, G. Hamidson, 26th Feb.—Saigon 21st Feb., Fish and Rice—Aagaard Thorsen & Co.

PING-UEY, British str., 4,150, J. Barber, 23th Feb.—Liverpool via ports 23rd Jan., General—Butterfield & Swire

SHANTUNG, German str., 1,000, Goswisch, 27th February—Bangkok 19th February, Rice and Wood—Butterfield & Swire

SHINGO MARU, Jap. str., 1,420, Y. Furukawa, 24th Feb.—Moji 17th Feb., Coal—Nippon Yusen Kaisha

SINGAN, British str., 1,047, F. Jamieson, 23rd February—Haiphong and Hoihow 25th February, General—Butterfield & Swire

TAMING, British str., 1,350, A. Somerville, 26th Feb.—Manila 23rd Feb., Tobacco, Hemp and Sugar—Butterfield & Swire

TIENTSIN, British str., 1,227, G. W. Fyfe, 15th Feb.—ourabaya 21st Jan. and Samarang 2nd Feb., Sugar—Butterfield & Swire

TINGSANG, British str., 1,045, R. Y. Andrew, 23rd Feb.—Chinking 19th Feb., General—Jardine, Matheson & Co.

TITAN, British str., 5,720, R. Day, 24th Feb.—Tacoma via ports 27th Jan., Flour—General—Butterfield & Swire

TSINTAU, German str., 1,002, Brickenzen, 26th Feb.—Bangkok 18th and Swatow 17th Feb., General—Butterfield & Swire

WAKAMATSU MARU, Jap. str., 1,722, Aizawa, 23rd Feb.—Wakamatsu 17th Feb., Coal—Mitsui Bishi Goshi Kaisha

WINGSANG, British str., 1,517, Jan. 8, 28th Feb.—Shanghai 20th and 22nd Feb., Coal—Jardine, Matheson & Co.

WINGZAGU, British str., 2,965, Sordford, 26th Feb.—San Francisco 5th Jan. and 20th Feb., Bulk Oil—Standard Oil Co.

YEBIMO MARU, Japanese str., 2,531, Katsuta, 23rd Feb.—Katsuhino 23rd Feb., Osaka Shosha Ka sha

POST OFFICE NOTICE

Correspondence for EUROPE via SIBERIA, is forwarded from HONGKONG by all vessels sailing for SHANGHAI.

Approximate times of closing mails at Shanghai via Dainy and Siberia.

5th March	at 7.45 a.m.
12th March	at 11.45 a.m.
18th March	at 8.15 p.m.
26th March	at 11.45 a.m.
1st April	at 8.15 p.m.
9th April	at 10.45 a.m.

The Public are informed that the Cash on Delivery service from the United Kingdom to Hongkong commenced on the 1st of February 1909.

The Macdonald, with the English mail of the 5th February, left Singapore on Saturday, the 27th ultimo, at 11 a.m., and may be expected here on or about Thursday, the 4th inst., at 9 a.m. This packet brings replies to letters despatched from Hongkong on the 5th January, and the parcel mails closed in London for despatch by the all sea route on the 27th January, and for despatch overland on the 3rd February.

FOR	PER	DATE
Macao and Quang Chow Wan	Suicheong	Tuesday, 2nd, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Manchuria	Tuesday, 2nd, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Samatung and Sourabaya	Shantung	Tuesday, 2nd, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and YANCOOYAS (B.C.)	Monteale	Tuesday, 2nd, 10.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Kulsang	Tuesday, 2nd, 10.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle	Kaga Maru	Tuesday, 2nd, 10.00 A.M.
Swatow, Amoy and Foochow	Italian	Tuesday, 2nd, 10.00 A.M.
Swatow and Tientsin	Cheongshing	Tuesday, 2nd, 10.00 A.M.
EUROPE, &c., India via Tathoria	Salasie	Tuesday, 2nd, 11.00 A.M.
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao	Sui Tai	Tuesday, 2nd, 1.15 P.M.
Manila	Tamung	Tuesday, 2nd, 2.00 P.M.
Singapore and Colombo	Andalusia	Tuesday, 2nd, 3.00 P.M.
Swatow, Singapore and Bangkok	Manchew	Tuesday, 2nd, 3.00 P.M.
Haiphong	Carl Diederichsen	Tuesday, 2nd, 3.00 P.M.
Swatow, Amoy and Ningbo	Shenhu Maru	Tuesday, 2nd, 3.00 P.M.
Singapore, Penang, and Colombo	Amoy Maru	Wednesday, 3rd, 9.00 A.M.
Haiphong	Hainan	Wednesday, 3rd, 11.00 A.M.
Swatow	Sui Tai	Wednesday, 3rd, 1.15 P.M.
Swatow and Shanghai	Kwonggang	Wednesday, 3rd, 3.00 P.M.
Chiao and Newchwang	Nanhang	Wednesday, 3rd, 3.00 P.M.
Shanghai	Tingyang	Thursday, 4th, 11.00 A.M.
Macao	Sui Tai	Thursday, 4th, 1.15 P.M.
Shanghai	Linan	Thursday, 4th, 3.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, and Fremantle	Aldenharn	Thursday, 4th, 4.00 P.M.
Singapore	Colombo	Friday, 5th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitsang	Friday, 5th, 11.00 A.M.
Macao	Sui Tai	Friday, 5th, 1.15 P.M.
Manila	Rubi	Saturday, 6th, 10.00 A.M.
Singapore, Penang and Calcutta	Namwang	Saturday, 6th, 10.00 A.M.



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SHARE LIST—QUOTATIONS.

HONGKONG, MARCH 1ST, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
Alhambra, Limited	300	\$500	\$50	Nominal
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$877.5 buyers
National Bank of China, Limited	99,925	\$7	\$6	\$84.10, x.d.
Bell's Asbestos Eastern Agency, Limited	3,604	\$12.6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$11.5, buyers
China Light and Power Company	50,000	\$10	\$10	\$5, sales
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.20, buyers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 105
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$9.5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 80
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 88
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220
Dairy Farm Company	25,000	\$7.5	\$6	\$14, buyers
DOCKS AND WHARVES—				
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$47, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$48, sellers, x.d.
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$59, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 84, buyers
Shanghai and Hongkew Wharf Co.	32,000	Tls. 100	Tls. 100	Tls. 173, buyers
Fenwick & Co., Limited	18,000	\$25	\$25	\$12, sellers
Green Island Cement Co., Limited	400,000	\$10	10	\$9.50, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$800, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$18.5, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$50, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$25, x.d.
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	Nominal
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$25
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$260	\$50	\$187.5, sales
China Fire Insurance Co., Limited	20,000	\$100	20	\$106, buyers
China Traders Insurance Co., Limited	24,000	\$83.53	\$25	\$87.5, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	50	\$352.5, sellers
North China Insurance Co., Limited	10,000	\$15	25	Tls. 97.5, sellers
Union Insurance Society, Limited	10,000	\$250	\$100	\$325, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$192.5, buyers
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	100	\$94, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$3.75
Kowloon Land and Building Company	6,000	\$50	\$30	\$30
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 115
West Point Building Co., Limited	12,500	\$50	\$50	\$44, sellers
MINING—				
Société Française des Charbonnages du Tonkin	18,000	Fcs. 250	all	\$500, buyers
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	38/10	\$9.5, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14
Philippine Co., Limited	50,000	\$10	\$10	\$2
REFINERIES—				
China Sugar Company, Limited	20,000	\$100	all	\$135, buyers
Luzon Sugar Company, Limited	7,000	\$100	all	\$17
Robinson Piano Co., Limited	4,000	\$50	\$50	\$59, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$12, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$59, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$39, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$19, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$1, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$15
South China Morning Post	6,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5.5
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	3,000	\$7	\$7	\$2.5, buyers
Watkins, Limited	10,000	\$10	\$10	\$24, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$9, buyers
Weissmann, Limited	175	\$100	\$100	\$140
United Asbestos Oriental Agency, Limited	9,000 ordy.	\$10	\$4	\$12.5
Union Waterboat Co., Limited	100 fliers	\$10	\$10	\$250
	50,000	\$10	\$10	\$10, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1895	Tls. 767,200	Tls. 250	7 p. annum	Per.

VERNON & SMYTH, Share-Brokers.

STEAMERS PASSED THE CANAL.

Quotations are—	March 1st.
Malwa New	\$1,070/1,080 per picul.
Malwa Old	\$1,090/1,100
Malwa Older	\$1,110/1,120
Malwa V. Old	\$1,140/1,150
Persian fine quality	\$1,020
Persian extra fine	\$880
Patna New	\$1,025 per chest.
Patna Old	\$1,050
Benares New	\$975
Benares Old	"

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prins Waldemar* left Sydney on Tuesday the 9th ultimo at 3 p.m., and may be expected here to-morrow.

THE ENGLISH MAIL.
The P. & O. str. *Macedonia* left Singapore on the 27th ultimo at 11 a.m. with the outward English Mails, and is due here on the 4th inst. at about 9 a.m.

THE AMERICAN MAIL.
The P.M. str. *Asia* sailed from Yokohama on the 26th ult., and is due to arrive in Hongkong about the 9th inst.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* left Vancouver p.m. on Wednesday the 24th ult. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.
The N.Y.K. str. *Asa Maru* (European Line) left Shanghai on the 26th ult., and is expected here to-day.

The N.Y.K. str. *Mogori Maru* (Bombay Line) left Moji on the 25th ult., and is expected here to-day.

The H.A. Line str. *Constantia* left Shanghai on the 27th ult., and may be expected here to-day.

The C. & M. str. *Rubi* left Manila on the 27th ult. afternoon, and is due here to-day at daylight.

The Swedish str. *Yeddo* left Shanghai on the 27th ultimo morning, and may be expected here this afternoon.

The str. *Glyceric* sailed from Yokohama on the 22nd ult. for Hongkong via Kobe, Moji and Manila.

The B. & A. str. *Empire* from Sydney, etc., left Port Darwin on the 25th ultimo for Timor, Manila and this port.

The Bank Line str. *Kumeric* left Seattle on the 21st ult. for Hongkong via Japan ports.

The N.Y.K. str. *Kamakura Maru* (European Line) left Singapore on the 26th ult., and is expected here on the 4th inst.

The N.Y.K. str. *Totomi Maru* (Bombay Line) left Bombay for this port via Singapore on the 22nd ultimo, and is expected here on the 16th inst.

PASSENGERS.

ARRIVED.

Per *Palma*, from London, for Manila Mr. C. A. Fulcher.
Per *Namsang*, from Kobe, for Calcutta, Mr. and Mrs. Cooper and child.
Per *Kumang*, from Calcutta, &c., Messrs. Gibbons, Brown and McCallum.
Per *Salsie*, for Hongkong, from Yokohama General and Mrs. Piel, from Shanghai, Mr. and Mrs. Montague Ede, Mr. and Mrs. Pinder, Mrs. A. Levy, Mrs. Carmen, Messrs. Johnston, de Jauris, Mansfield, Grisb, Wolke, Shammensky, Mirashimoff, Abraham and Sassoon.
Per *Nerva*, for Hongkong, from Colombo, Mr. and Mrs. Wallan, and Miss Dayven; from Singapore, Mr. and Mrs. de Bryn, Mr. and Mrs. Oberhummer, Misses Spicer and C. Spicer, Messrs. A. Halman, Ronkee, A. Person, Sakata, Fors, Bourguignon, Maria and Salvatore.

MESSRS. FALCONER & CO. REGISTER.

March 1st.

Barometer 9 A.M. 30.05	Therm. (Wetbulb) 9 A.M. 58
Barometer 1 P.M. 30.00	Therm. (Wetbulb) 1 P.M. 57
Barometer 4 P.M. 29.97	Therm. (Wetbulb) 4 P.M. 59
Thermom. 9 A.M. 61	Therm. Maximum 63
Thermom. 1 P.M. 62	Therm. Minimum 59
Thermom. 4 P.M. 63	Therm. Minimum over night 61

ON SALE.

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ANGLO-CHINESE CALENDAR
日歷英中年十五
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On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 21st January, 1909.

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Berkine	Mr. W. Robinson
Miss Kralice	Mr. & Mrs. E. Robinson
Miss Kralice	Mr. & Mrs. E. Robinson
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Miss Ingenohl	Comdr. & Mrs. Webster
Mr. Kailan	Mr. W. W. Whit
Dr. Eiding	Mr. Walkin
Mr. Theo. W. Kydd	
KINGSLEY PARK HOTEL.	
Mr. E. Arndt	Mr. K. Freund
Mr. J. S. Arvine, Jr.	Mr. H. R. Hunt
Mr. J. S. Arvine, Jr.	Capt. R. D. Litchison
Miss J. S. Arvine and child	
Mr. & Mrs. Jas. D.	Mr. & Mrs. Montague
Mr. & child	Mr. K. Wood
Mr. J. B. Beasley	Mr. & Mrs. A. Kohler
Mr. F. Levinson	Mr. E. A. Koster
Mr. & Mrs. N. F. Blanch	Mr. & Mrs. Lemmert
Mr. J. L. B. B. B.	Mr. H. Langstein
Mr. F. K. B. B.	Miss Langstein
Mr. H. Bulmer	Miss Langstein
Miss Butcher	Mr. L. V. Langstein
Mr. J. D. Butcher	Mr